

sides of any street, road, or footway, the Bill will or may empower the Company to stop up and appropriate the site and soil of so much of those streets, roads, and footways respectively as is included between the fences or bounded by the existing property of the Company, or property to be acquired by them under the powers of the Bill, and all rights of way in or over the same shall be thenceforth extinguished.

7. The Bill will or may provide that every new and substituted road or footpath shall be maintained and repaired by the same body or persons as are now liable to the repair and maintenance of the road or footpath for which it is substituted, and will empower the Company on the one hand, and any Local Authority and any Company, and the owners, lessees, and occupiers of any lands taken under or affected by the Bill on the other hand, to enter into and fulfil contracts and agreements for or in relation to the execution of any works, the construction and maintenance of any roads or footpaths, and the taking of any lands in or by which they may respectively be interested or affected, and will enable any such authority to provide the necessary funds for the purpose by borrowing and the levying of rates, and the Bill will or may confirm any agreement which may have already been or which may at any time hereafter be entered into between such authority, Company, or person for or in relation to the matters aforesaid.

8. To enable the Company to acquire by compulsion or agreement lands (in which term houses, buildings, and hereditaments are in this Notice included) for all or any of the purposes of the Bill, and, in addition thereto, so to acquire and to hold the lands hereinafter described, or some of them, and to retain and hold such of those lands as they may have already acquired, that is to say:—

**Finsbury Park.**—Certain lands in the parish of St. Mary, Hornsey, in the said county of Middlesex, lying between the Great Northern Railway and Endymion-road, and extending from the bridge carrying that road over the said Great Northern Railway to a point near the western end of Endymion-terrace.

**Southgate.**—Certain lands in the parish of Tottenham, in the said county of Middlesex, being a strip of land adjoining the north-east side of the Company's railway and lying between the south end of the gas works, near the New Southgate station of the Company and a point in the Company's boundary fence about 185 yards from the north face of the Tottenham tunnel of the Company.

**Potter's Bar.**—Certain lands in the parish of South Mimms, in the said county of Middlesex, adjoining the Potter's Bar station of the Company on both sides thereof, and extending northwards from the public road known as Baker-street, at the south end of the said Potter's Bar station to a point on the Great Northern Railway, about 300 yards north of the north end of the down platform of the said station.

**A triangular piece of land in the said parish of South Mimms,** adjoining the east side of the Great Northern Railway, and extending southwards from the said public road known as Baker-street for a distance of about 190 yards.

**Offord.**—Certain lands in the parish of Offord Cluny, in the county of Huntingdon, adjoining the Offord station of the Company, on the west side thereof.

**Grantham.**—Certain lands in the said parish of Spittlegate, adjoining the west side of the Grantham station of the Company, and

bounded on the south by Brick Kiln-lane, and on the north by the grounds of Grantham Union, and extending about 14 chains westward from the western boundary of the Company's property.

**Colwick.**—A strip of land about 22 yards wide, in the parish of Colwick, in the county of Nottingham, adjoining the south-western side of the Company's railway, and extending from a point about 20 chains south-east of the signal box at Colwick East Junction to a point about 11 chains north-west of the same signal box.

Certain lands in the township of Carlton, in the parish of Gedling, in the said county of Nottingham, lying between the Great Northern Railway and Stoke Dyke, and bounded on the south-east by the fence along which the boundary between the parishes of Radcliffe-on-Trent and Gedling runs, and on the north-west by the occupation road at the south end of the Company's sorting sidings at Colwick.

**A certain piece of land in the said parish of Radcliffe-on-Trent,** about 130 yards wide, adjoining the north-east side of the Great Northern Railway, and lying between the River Trent and the fence along which the boundary between the parishes of Radcliffe-on-Trent and Colwick runs.

**Barkstone.**—A triangular piece of land in the parish of Barkstone, in the county of Lincoln, parts of Kesteven, bounded on the west by the Barkstone station of the Company, and on the north-east by the public road leading from Barkstone to Marston.

**Boston.**—Certain lands in the said parish of Boston, lying on the west side of the Company's railway, bounded on the north-west, south-east, and north-east by lands of the Company, and on the south-west by a field belonging or reputed to belong to Holliday William Hartley. The said lands consist of the road known as the Rope-walk, and the cottages adjoining the north-west side thereof, together with the road leading from West-street thereto.

9. To extend the time limited by the Great Northern Railway Act, 1883, for the construction of the railway and works therein described as Railway No. 2, and so much of Railway No. 1 also therein described as is not proposed to be abandoned as aforesaid.

10. To authorise the Great Northern Railway Company and the Midland Railway Company and the Eastern and Midlands Railway Company or either or any of the said Companies to acquire by compulsion or agreement.

**Holbeach.**—Certain lands in the parish of Holbeach, in the parts of Holland, in Lincolnshire, adjoining the Holbeach station and lying between the north side thereof and the public road.

Also a strip of land in the same parish, about 2 chains in width, adjoining the said station, and extending about 360 yards west from "The Fen Road."

**Halifax High Level and North and South Junction Railway.**

11. To authorise the Halifax High Level and North and South Junction Railway Company (hereinafter called the Halifax Company) to abandon the construction of Railway No. 1 and Railway No. 3, and the portion of Railway No. 4, situate between the north side of Parkinson-lane and the termination of the said Railway No. 4, which several railways were authorised by the Halifax High Level and North and South Junction Railway Act, 1884.